

M. M. MURDOCK, R. P. MURDOCK, Business M'gr. M. M. MURDOCK & BRO. Publishers and Proprietors.

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The only daily paper in Southwestern Kansas or Oklahoma receiving the complete Associated Press report.

TERMS OF SUBSCRIPTION—DAILY.

(In advance, postage prepaid.)
one copy one year.
one copy six months
one copy three months
one copy one month. times a week, any days desired, 2.50 Phree times a week, any days desired, I'wo times a week, any days desired

WEEKLY EAGLE.

Dne cepy one year

TO ADVERTISERS.

Rates of advertising made known upon

poplication.

The proprietors reserve the right to relect and discontinue any advertisements
contracted for either by themseives or

ANNOUNCEMENT. I hereby announce that I will not be a candidate for sheriff, in the Republican

county convention.

Has been used for over FIFTY YEARS by MILLIONS of MOTHERS for their CHILDREN WHILE TEETHING, with PERFECT SUCCESS. It SOOTHES the CHILD, SOFTENS the GUMS, AL-LAYS all PAIN; CURES WIND COLIC, the best remedy for DIARRHOEA. Sold by Druggisis in every part of the world. Be sure and ask for "Mrs. Winslow's Soothing "Mrs. Winslow's Soothing Fyrup," and take no other kind. Twentyfive cents a bottle.

On to Buffalo, The W. R. C. and Ladies of the G. A. R. having selected the Santa Fe as their official route to the G. A. R. Encamp ment at Buffalo, have also arranged for a special train to leave Kansas and Miscourl River points Saturday, August 21, and to run through solid, with no change of cars of any description. Members of the G. A. R., their families and friends are cordially invited to join our party. We will have the finest train from the west, and it will consist of free reclining chair cars, also Pulman palace and tourist sleepers that will run through to Buffalo without change. Inquire of near-est Santa Fe Agent, or W. J. Black, G. P. A., Topeka, for particulars.

Exchange Stables

Exchange Stables at Orlando and Btillwater. Make a specialty of carrying passengers between these points.
Also do a general livery business. Traveling men's patronage solicited. SHIVELY, VAN WYKE & SHIVELY.

Winne & Winne have unlimited funds to loan on choice farm property, 401-403-805 Sedgwick block. 50-IC

W. R. C. Official Route.

The designation of the Santa Fe as the official route of the Woman's Relief Corps and the ladies of the G. A. R. to paid. the encompment at Buffalo makes this line the most desirable one to use. Persons of discrimination will readily realine why this should be so.

Altitude and low temperature make summer travel pleasant. Go to San Francisco in July via Santa Fe.

### CASTORIA

For Infants and Children.

proved farms for sale at a bargain. Easy terms. 401-403-405 Sedgwick block. 50tf Which the Rock Island Route will run

A Remarkable Cure of Chronic Diarrhes. In 1862, when I served my country as diarrhoea. It has given me a great deal of trouble ever since. I have tried a dozen different medicines and several prominent doctors without any permanent relief. Not long ago a friend sen; me a sample bottle of Chamberlain's Colic, Cholera and Diarrhoes Remedy wind after that I bought and took a 50cent bottle; and now I can say that I am entirely cured. I cannot be thankful enough to you for this great remedy, and recommend it to all suffering veterans. If in doubt write me. Yours gratefully, Henry Steinberger, Allentown, Pa. Bold by druggists.

Through Train to Buffalo

Will leave Kansas City August 21, 1897, at 6:20 p. m., via Santa Fe Route. This train will haul the through Pullman pal ace and tourist sleepers and free chair cars, carrying the Woman's Relief Corps and the lidies of the G. A. R. from Kan eus points. Nouvest Santa Fe agent will tell you when train will leace stations and junctions in Kansas. See Winne & Winne for Farm Loans,

401-403-405 Sedgwick block, Wichita, Kan. 50-17

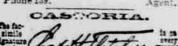
Of Pullman palace and tourist sleepers end free chair cars will run through to Buffa'o via Santa Fe, leaving points in Kansas on August 21. Persons of diserimination, who fully appreciate the significance of this statement, will purenase their tickets over the Santa Fe The the official route for the W. R. C. a tact which renders comment unneces-

For evidence leading to convict the three men who dynamited in the Little river, between Ninth and Thirteenth strests on last Saturday, Aug. 14.

Also offer a standing reward of \$50 for for evidence convicting any one dynamiting in Sedgwick county.

J. W. SHULTZ. State Fish Commissioner. ST. LOUIS INTERSTATE MER-CHANT'S ASSOCIATION EXCUR-

A., T. & S. F. Ry. will sell tickets to St. Louis and return at rate of \$17.85, on sale Aug. 16th, Sept. 4th and 6th, return limit good for 15 days.



#### Told in Fewest Words

Charles Compton, the actor, is dead in London.

The remains of the late Senator J. George were removed yesterday from the rotunda of the capitol at Jackson, Miss., and were taken in a special train to his home for interment. An explosion of fired amp yesterday in

a coal mine, the property of Mrs. Hand, one and a half miles from Farmington, Illinois, resulted in the killing of one miner, Thomas Martin, and the serious injuring of two others.

Rev. Henry Van Rennsalear of New 1.50 York took the vows of the Society of Jesus Sunday, giving all his property to the Jesuit brotherhood. He is a son of General Henry Van Rennsalear and inherit-

Advices received from Iceland an nounces that during firing practice on board the British third-class cruiser

contracted for either by themselves
their agents.

Entered in the postoffice at Wichita as
Entered in the postoffice at Wichita as
Becond-class matter and entered for transmission through the mails as such.

Eastern Business Office, "The Tribune"
Building, New York City; Western Business Office, "The Rookery," Chicago; The
B. C. Beckwith Special Agency, Sole Agents
Foreign Advertising.

Readers of the Eagle when in New York
City or Chicago, can see copies of the paper
at the office of our agent at the address
siven above.

gun burst, dangerously wounding an
floer and four men and seriously injuring three others.

The funeral services over the body of
James Crawford Embry, bishop of the
South Carolina district of the African
Methodist Episcopal church, were held
yesterday at the African Methodist
Episcopal church, Philade phia., Bishop
Turner of Atlanta officiating.

A ferry steamship plying between old and new towns of Dresden was capa sized Sunday evening by the wash of a large steamer and over fifty people were thrown into the water. Several people are known to be missing, and it is feared that the loss of life will turn out to be

The movement toward the establishment of an independent church in San Francisco and the expressed wish of the Rev. William Rader should accept a call to the pulpit, has excited considerable in-Speaking on the subject, Mr. Rader has not dtelded what part he will take in the movement.

Yesterday mornig at the government works on Tybee Island, near Sayannah, an engine pushing a flat car up an incline plane to the sand chute could not be stopped and the car was plunged over the chute. Six men were precipitated twenty feet below. Five of them were badly injured and may die.

There is no truth in the report of a mishap to First Assistant Postmaster General Heath. The report grows out of first assistant postmaster general is in Maine. It was stated that he was severe ly injured at Union City, Ind., by falling and being dragged while attempting to board a moving train at that

BIGAMIST AND DIDN'T KNOW IT Mr. Alvah H. Hines Took Hearsay in Divorce Matters.

Zanesville, Ohio, Aug. 16.-After a week's honeymoon Alvah H. Hines is in jall here charged with bigamy, while his bride tries in vain to smooth over divorce and almony. He received a fail to leave the sprocket "clean." That summens in March and did not appear at the trial. Later he wrote to the clerk divorce had been granted and the fees

With this assurance in his favor, he was married August 8 to Miss Olivia at Chairsville and asked him if he had unnecessary. that he had, but after looking the records over said that he was mistaken and that Mrs. Hines had secured only alimony and not a divorce.

Those Sacred Songs.

No school teacher attending the instiute can afford to leave the city without copy of the "Sweet Sacred Songs." Ask Miss Clark, your music instructor, about them.

The Tourist Steeping Car

through to Buffalo without change, leaving Wichita at 9:30 a. m., August a private in company A, 167th Pennsyl- 21st, is equipped with bed linen, matvania Volunteers, I contracted chronic tresses and all conveniences essential to comfort and convenience in the sammanner as Pullman Palace sleeper, and in charge of experienced porter to look after comfort of patrons. The only thing cheap about it is price for accommodation-\$3.50 for double berth through.

War Stories Illustrated

Are apt to be entertaining and give the auditor a comprehensive lifea of the imness of battle. Stories without words are sometimes very impressive. The scenes in Libby Prison, Chicago will go a long ways towards effectively illustrating the stories of the "boys," you go to Buffalo via Santa Fe's W. R. C. official train of August 21, you'll have about five hours in which to pilot your friends through the old prison.

NATIONAL ENCAMPMENT G. A. R. BUFFALO, N. Y.

The A., T. and S. F. railway will sell excursion tickets to Buffalo at the low rate of \$27.10 for the round trip. Dates of sale, August 21st and 22nd; good for cial ecursions to various points of interest from Buffalo has been arranged for this occasion. Old soldiers and their friends going to the encampment will de well to see Santa Fe agents and make arrangements for this trip. Call on address L. R. DELANEY, Agent address W. J. BLACK, G. P. A.

When a man gets heat in a game of cards he always tells how he is out of practice.— Washington Democrat.

# FACE

effective skin purifying and beautifying soap in the world, as well as purest and sweetest for toilet, bath, and nursery.

#### WILL BE CHAINLESS Royal makes the feed pure.

NEW BICYCLE WILL BE WORKED WITH THE BEVEL GEAR.

That Arrangement is a Very Complicated Affair and so Liable to the Dust and Chain and bprocket Wheels Will No Donbt Survive-Clamor is Made That the Chain is the Highest Perfection Possible of Being Reached in a Bicycle, if Kept Clean-Details of the Matter,

Chicago, Aug. 16 .- Is the chainless wheel the coming bleycle?

The question is one whose discussion becomes every day more pdevalent. The chain is a cause of more or less dissatisfaction. Moreover, the rapid series of improvements which the bicycle has undergone has led the public unconsciously to expect a continuance of im-Champion, off the coast of Iceland, a provements in as rapid a succession as the past has brought forth. The chain and its possible removal have come to be pretty generally regarded as the point for the bicycle mechanic's consideration. In fact, the chainless wheel has been disdiscussed and experimented upon since almost the time of the safety machine's

It must be admitted that the greater part of the existing objectors to the chain are to be charged to the carelessness and lack of mechanical ingenuity of the bicyclists themselves. One who ever removes his chain to soak it in benzine or gasoline is rare. The average rider occasionally smears his chain with some lubricating oil, and is satisfied. He is not aware that a lubricating oil does not saak in the joints of the charn, that it does not remove the dirt and rust, and that it leaves a sticky surface to which dust particles are bound to adhere. The dust that rises from a macadam pave ment, generally would be found to be minute fragments of granite. A more destructive agent than these, working into a chain and cutting the steel, hardly could be found if searched for. Themud that fles up from the pavements has the same constituency and effect. any dirt, cutting or otherwise, of course has the additional effect of clogging a chain's workings and adding to friction.

TO REGULATE THE CHAIN. Again, the average rider has no conception of the method of regulating a chain in case of a deviation, stretch or an accident to Mr. Heath's brother. The accident. If his gearing goes wrong in any way he is helpless. What he wants is a bleycle that is in no way subject to accident. If all the agents would give their buyers ten minutes' instruction at the time of purchasing, and all buyers could be pursuaded to wait those ten minutes to receive the instruction, a great deal of the present difficulty with the chain would vanish.

However, not all of it. Manufacturers ome in for a heavy share of the blame for the chain's unsatisfactory performances. The adjustment between the chain and the sprocket wheels should be the circumstances. He formerly resid-ed in Barnesville, and separated from the links do not take their proper posihis first wife. She brought suit for a tion upon the teeth of the sprocket, or is, the link, sitting unnaturally upon the sprocket tooth, may scrape instead of of the court at St. Clairsville and re- slipping away easily at the point where ceived in reply a letter stating that the it leaves the wheel. The sprockets themselves ought to be milled out with th greatest care; perfect harmony of ac-tion otherwise is almost impossible. Yet in a great many factories the sprockets Laisley in this city, only to be arrested, are stamped out, with wreched results. charged with bigamy. He showed the The stamp leaves the cogs rough, full letter in support of his innocence and of deviations, sometimes on a wheel that of deviations, sometimes on a wheel that Sheriff Warstall became so interested is not even round. Explanation of the that he called up the clerk of the court results of such negligence is of course

Of the variety of mechanical devices which have been tried as a means of transmitting bloycle power without the use of a chain, the one now most believed in is that familiar to mechanics as the "bevel gear." To understand this contrivance it may be well to consider t 'n as simple as possible an applica-

EXPLANATION OF BEVEL GEAR. Sharpen two lead pencils so squarely that the point makes approximately a right angle. Hold the two pencils in a vertical position, point downward, a few inches apart. Now, suppose that one of the pencils has a revolving power that you wish to transmit to the other.

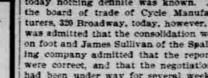
Sharpen a third pencil at both ends. making the points of such a shape that hey will fit evenly against the points of the first two pencils if placed against nem in a horizontal position. Let the latter too done; the first two nanells, will held parallel to each other, are connected by the third pencil. Now, it will be seen that the rotation of the first pencil can, by the contact of the points, be immunicated to the now second pencil -the horizontal one. In the same way the second pencil can communicate its motion to the third, which revolves in the same direction as the first.

The principle involved in this transfer f motion is that of the bevel gear, the term being derived from the fact that he gearings are beveled in shape, instead of straight. When the principle s applied to a working mechanism where any considerable resistance is to be overcome the gears are cogged. Their shape is that of a truncated cone. As with the return until the 20th of September. Spe- ficed to power, or power to speed, in any desired degree by the disposition of the elitive signs of the cones. It will be seen, further that the boycle may supply the power of the forward sprocket instead of by a rod, according to the lead pencil Mustration.

Several manufacturers are endeavor log to develop a wheel operating on the evel goar principle. They have sucseeded so far as to get apparently good esults. Bevel gear wheels have been made which, suspended off the floor, show less friction than any chain bleyde on the market; the test is the number of revolutions which the hand wheel will make ir, response to a given impulse.

DRAWBACKS OF BEVEL GEAR. dirt, or under any conditions where & deal of power must be applied to keep ne machine in motion, the grar 's subfor experiences what D. J. Canary, the been removed. br-r-r-r-- washboard sensation, as where they went on busines scont

coursel without a greater transgression lay would tolerate. A frame of reason-able weight is bound to have a certain Rumors of the consolidation have been degree of spring ness. It is possible that in circulation for some time, but until land, if they so desire.





failing the necessary rigidity of frame the necessary fixity can be attained by improved journal box, which shall hold the parts of the gear in position in spite

of the opposing tendencies. But even at that the connecting rod, or pitman, 's subjected to a severe torsional strain. This would seem to a layman to affect a red of ordinary strength too slightly for consideration; but the fact that a deviation of one five-hundredth of an inch will cause serious dif- the slump in the market and the subsecessful operation the alignment of the parts of a bevel gear must be kept pracically perfect. The slight play allowable in a charn gear would suffice to render a bevel gear useless.

DUST AND MUD PROBLEM. Furthermore, the bevel gear does not to away with the dust and mud problem. It is litle less exposed than the negging and cutting influences of material that may settle in it. While the cally dust proof gear case, the same advantage is not withheld from the chain. pensable. Why they are so little known in this country would be difficult to say, Those who use them are enthusiastic in their support.

The mechanism consists essentially in a pair of aluminum tubes to incase the chan, aluminum plates to cover the sprocket wheels, and sheet rubber joints to hold the metal parts together. The whole can be taken apart and removed in a moment, and as readily be put to- probably be effected. gether again; no mechanical skill is required. The tubes are lined with felt, into which is rubbed graphite or plumbago. This is to minimize the friction in the event of an accidental contact between tubes and chain.

The case is practically dust proof. So great is its saving in wear and tear on the chain that B. V. H. Schultz, formerly mechanical expert of bearings, is convinced that it is the true solution of

the chain problem. To return to the bevel gear, expens would be an important item. Of necessity, the cogs cannot be parallel. This would necessitate the cutting of each cog wheel separately. An important saving has been effected in the manufacture of sprocket wheels by milling several of them at once.

EXPERIMENTS REING MADE

The old league chainless safety was

perated on the bevel gear principle The company maunfacturing the wheel failed. The machines with which the Pope company, Spalding and others are now experimenting are said to be simpl a development of the old league type Many experts assert that the chain wheel is the only bicycle that will give satisfaction. The facts, as opposed to or confirming theories remain to be seen tried, but their application to the bicy cle invariable has ended in fadure. Th experiment that now seems most amus ing was a scheme to push a series of balls from the crank axle to the rear axle through a tube. Several variations on the principle were tried. One plan was to have the balls pushed into a series of pockets in the rear of the axle and forced out of a similar series from the seat of the power. Another experimen

replaced the pockets with Itle paddles In both cases the rubbing of the balls caused too much friction; as a remedy the tube was flooded with oil. It was joint could not be constructed. A "train of gears" consisting of thre cog wheels, was operated for a time with some show of success. The system proved, however, to be of less practica value than the chain. A ratchet, something like that used on the old Star ma chine was tried. It 'ntroduced additional parts, added complications, and necessitated the use of a spring to re turn the lever to its proper position

Another experiment consisted in con necting the forward and rear sprocke wheels with a simple piston, the same in principle as is used on locomotives. "dead center" proved too much for the piston. This piston would occasionally get into a position from which it could 22 to 28, good to return August 28. only with difficulty be moved either way. One of the mechanical engineers in Cornell university determined that, u a perfectly constructed bicycle in per fect order, the friction due to the chain and sprocket amounted to one-half of per cent of the total friction. In a leyele cheaply constructed, carelessly kept, or both, he found that the chain and sprocket's contribution to the total friction was 60 per cent. These figures are of immense significance. If the man ufacturer will see that the parts are perfeetly adjusted, perfectly smooth and tempered neither too hard nor too soft if the rider will consent to give his machine the care and protection that is due so fine a mechanism, it would seem as though the evolution of bloycle propelling devices had reached its climax in the chain. Failing these observances on the part of maker and user, a sacrifice of the most direct appliance for the transmission of power may be found ex-

#### pedient BICYCLE TRUST IS FORMING But the practical test is use on the BICYCLE TRUST IS FORMING oad. In riding up a hill, through heavy its Object Will be to Keep Up the Price of

New York, Aug. 16 .- If the statements made today by men prominent in the acted to a strain which tends to push bicycle trade are correct all doubts as ne parts out of their proper position. to there being a reorganization of the nstead of working smoothly, the cogs various bicycle manufacturers under one have a tendency to grind and slip. The board of directors in a few weeks has vell-known bicycle expert, describes as makers of wheels are now in England, hough you were riding over a cordinor with the trade several weeks ago. Word has come by cable that as a result This defect could be obviated by ab- their visit two of the richest cycle magsolute rigidity in the frame. But abso-lute rigidity is not possessed by any wheel to look over the field and report to othow made, however stiff. Nor can it be ers after they have made an investiga-cured without a greater transgression from There is little doubt that several weight sounds than bicyclists of is- of the larger companies will be consoli-

today nothing definite was known. At turers, 320 Broadway, today, however, it was admitted that the consolidation wa on foot and James Sullivan of the Spalding company admitted that the reports were correct, and that the negotiations had been under way for several weeks. Everything has gone smoothly, he said and unless something unforeseen should occur the consolidation would be effect-

The men who are arranging the reorganization, according to the statements For further informatic of Mr. Sullivan and others, are Colonel Albert Pope of the Pope Manufacturing company, A. G. Spalding of Spalding Bros., the American Welded Tube com pany, Edward Warwick, H. A. Lozier of Cleveland, O., and several others, principally Englishmen, who are said to be E. T. Hooley, Martin Rucker, the latter being connected with the Humber Cycle company, and Albert Moore, all of whom have been prominent in reorganizations and consolidations in England.

The idea to bring about a consolidation seems to have originated last fall. It came about as the result of the large overproduction of wheels for 1896. During the year previous the production of wheels did not equal the demand, and as a result all the factories worked overtime, producing wheels for the following season. The demand was not only supplied, but the market was glutted with wheels. Almost every manufacturer in the country was overstocked. Then came ficulty must not be overlooked. For suc- quent cut in prices. Wheels that were made to sell for \$100 have been sold for half that amount, and in many cases for less than it cist the manufacturer to produce them. The agents' auction sale recently was the result of this overproduction. To prevent such a loss in the future the consolidation was suggested.

At the office of Ernest Frank, secre-tary of the Board of Cycle Manufacturchain, and is no less usceptible to the ers, it was said today that while the board had no official knowledge of the consolidation, credence was given to the gearing may be protected by a practiin no wise pleased with the state of trade. While the demand for bicycles In England gear cases are 'n almost universal use, and are considered indis- market was overstocked. Something ought to be done, it was said, and a consolidation appeared to be the best way out of the difficulty. It is said that the idea was first de-

veloped by mail. The trip abroad by the manufacturers followed. Colone Pope and Mr. Spalding sailed July 22, with their lawyers, to meet the Englishmen, and word was received from them last night that the consolidation would

"Something had to be done," said Mr. Sullivan, "and the consolidation was thought to be the best way out of the difficulty. Consol dations have taken place in other trades, to the advantage of both both the producer and consumers. When a large concern takes hold it produces more, reduces the expense of production to a minimum, and consequently can sell for less. It can also make a better machine. I am not at liberty to go into details at present."

The first company to be organized in London after establishing a trade and plant here is the H. A. Lozier, and the American Tube company of Cleveland was recently consolidated with a concern in England. The English directors are William Plinkington, Arthur Plinkington, T. Smedley, Frank Mills and W.

ONE PARE ROUND TRIP TO ST. JOSEPH FAIR AND RACES VIA GREAT ROCK ISLAND ROUTE. Tickets on sale August 22 to 28 inclus-

PRISC LINE ST. LOUIS AND SAN FRANCISCO RAILROAD COMPANY.

St. Louis Interstate Merchant's Association, St. Louis, August and Sep-

for the above the Frisco Line will sell Pueblo or Colorado Springs, or both. round trip tickets to St. Louis and te- Colorado express leaves Wichita daily at turn at rate of fare and one-third for the | 5:15 p. m., arriving at Pueblo or Colorado round trip. Tickets will be on sale Au- Springs for breakfast. Cripple Creek is gust 14th and 16th, also September 4th enly a few hours ride from Pueblo or Col and 6th. Final return limit fifteen days from date of sale. E. C. HOAG, PI

ST. LOUIS & SAN FRANCISCO RAIL-Cor. Main and Douglas. Wichita, Kan. WICHITA TO BUFFALO WITHOUT A CHANGE OF CARS VIA THE

MISSOURI PACIFIC RY. A fine chair car and Pullman Palace Sleeping Car will leave Wichita 2:10 p. m., August 21st, runing through to Bufthen found that a perfectly oil-proof falo via Cleveland. No change of cars rates. and quickest time by many hours.

DON'T FORGET! The Special Headquarters train to Nafional Encampment G. A. R. at Buffalo N. Y. runs via "The Great Rock Island Through Tourist Sleeper and Route." Chair Car leave Wichita 9:30 a. m., Aug. 21st. For reservation of space and par ticulars address

HAL S. RAY, D. A. P., Wichita, Kan. ST. JOSEPH, MO. FAIR AND RACES.

AUGUST 23 TO 28. Only \$7.00 for the round trip Wichita St. Joseph, via the MISSOURI PA-CIFIC RAILWAY. Tickets on sale Aug. City Ticket Office, 114 North Main St.

REMEMBER THIS: THAT THE SANTA FE ROUTE RUNS A TRAIN FROM WICHITA TO: Kansas City in ...... 7 hours, 19 minutes 

Cincinnati in.......24 hours, 29 minutes Arriving at Cincinnati and Louisville before noon . Time to all points East and Southeast correspondingly quick.

Most Popular Line to All Points

Phone 139. L. R. DELANEY, Agent. FRISCO LINE. ST. LOUIS AND SAN FRANCISCO R. R. CO .- NATIONAL ENCAMPMENT G. A. R., BUFFALO, N. Y., AUG. 23-28, 1897.

For the above encampment the PRIS-CO LINE will sell round trip tickets to H. C. TOWNSEND, G. P. and T. A. Buffalo for \$27.20, tickels on sale August 20th, 21st, 22nd, limit August 31st and September 29th. Any routes desired. For full particulars address E, C HOAG.

City Ticket Agent, Corner Main and Douglas, Wichita, Kan. THE OFFICIAL ROUTE TO BUFFALO.

Selected by a large number of G. A. R. Posts throughout Kansas is the Mis-SOURI PACIFIC RAILWAY to St. full information. L. R. DELANEY, Louis, and the Big Four from St. Louis to Buffelo via Cleveland, Onio.

Special train will leave Wicotta Special train will leave Wichita at who went into a store to buy a well-2.10 p. m., August 21st, attiving at Huf-known medicine, was persuaded to take falo the second morning at 6 o'clock No change of cars. Chair Cars and Pullman Paiser Sleeping Cars will ron for damages is pending. brough from Wichita to Buffalu. Deagram of Sleeper new open at City

Ticket Office, 114 North Main street. Passengirs can go via boat from Palace Seeping Cat, via the MIRRORIES address Cleveland to Buffale or Buffale to Cleve. PACIFIC RAILWAY, August 21s. 185.

## Railroad Readers

PACIFIC RAILWAY TO ST. LOUIS AND CHICAGO. ST. LOUIS AND SAN FRANCISCO R. On July 16, 17, 18, 19, 20, 21, 23, 26, 30 and August 2, 6, 9 and 13, 1897, the Misand August 2, 6, 9 and 13, 1897, the Mis- 234, 28th and 30th, August 2d, 6th, 9th souri Pacific Rallway will sell one way; and 13th, this Line will sell tickets to tickets to St. Louis at rate of \$11.50 and | St. Louis at \$11.50 and to Chicago at to Chicago at one way rate of \$15.00. \$15.00. on call on or address E. E. BLECKLEY, P. & T. A., Corner Main and Douglas, Wichita, Ks. 114 North Main St

SPECIAL EXCURSION RATES

THE MISSOURI PACIFIC RAILWAY Indianapolis, Ind.-One fare for round rip; on sale August 16 and 17, 1897. ip; on sale September 7 and 8, 1897. For further information call on or address E. E. BLECKLEY, P. T. A., 114 N. Main street, Wichita, Kan.

KANSAS CITY TO CINCINNATI WITHOUT CHANGE OF CARS. The Wabash railroad is now running through cars to Cincinnati on their fast Ry at the low rate of one fare plus two mall train, leaving Kansas City at 6:36 Ry at the low rate of one fare plus two dollars for the round trip. On sale that every evening, making practically no

change of cars from Kansas City to Sept. 7th and 21st, Oct. 5th and 19th, for Louisville, Cincinnati, Washington, points in Arkansas, Armonia, Indian Galtimore and Philadelphia, and short-Territory and Oklahoma, New Mexico ening the time to all above places from five to eight hours. The Wabash is the \$7.00 or more. Stop-overs allowed on only line that does this.

H. N. GARLAND,

Western Passenger Agent. REMEMBER WELL AND BEAR IN MIND

That the Missouri Pacific railway is the shortest and quickest route to all Colo p. m., arriving at Pueblo 7:50 a. m., Colorado Springs 9:20 a. m., and Denver at 12 noon. One hour quicker than any competitor. City ticket office 114 North Main street. Telephone 211.

FACTS WORTHY OF STRONG

EMPHASIS. The time from Wichita to St. Louis via Santa Fe route and Kansas City in cluding thirty minutes lay over at Kansas City, is only 15% hours, making the actual running time 14% hours. This is about the Santa Fe Route and Frisco the quickest time to St. Louis. Smooth Line can be obtained from their ticket elegant equipment and everything for comfort.

the quick time Santa Fe Route Phone 139. L. R. DELANEY, Agent. ARE YOU GOING TO KANSAS CITY? REMEMBER THE MISSOURI PA-

CIFIC RAILWAY COMPANY is the only line that runs a strictly Wichita-Kansas City train. Leaving Wichita at 9:10 p. m., arriving at Kansas City next morning at 7:20. This train is made up at Wichita and therefore always leaves on time. Nice chair cars and Pullman sleepers.

Notice the leaving time, and the next he you go to Kansas City take the fast express trains daily, making close Missouri Pacific . Always on time, connection in St. Louis Union depot Never late, Fine equipment. Leaves with trains to Nashville. For particulars nor too early. Depot corner Second and Wichita streets.

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N. Y., Aug. 23-28, 1697. For the above encampment the Prince me will sell round trip nickets to Butfalls for \$37.36, tickets on male flor and kind, limit August Hal and September

Wabern rationed, Big Four house and double berth in a first class Pullman Clover Loui Boute. For full particulars

EVERYBODY CAN GO TO NATIONAL ENCAMPMENT G. A. R. AT BUFFALO, N. Y. Only \$27.10 round trip from Wichita via "Great Rock Island Route." Tickets on sale Aug. 21st and 22d, good until Sept. 20th for return. Through cars without change leave Wichita 9:30 a. m.,

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On July 16th to 21st, inclusive; also July

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SANTA FE ROUTE A series of Homeseekers' Excusions has been arranged by the A., T. & S. F. dollars for the round trip. On sale the following dates: August 2rd and 17th, and Texas, where the one-way rate is going trip with 15 days. Final return Fe agents for full particulars.

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Arrangements have been made to can through their care, leaving Withita on Saturday, August 21st, arriving St. Louis. Sunday murring, August 22nd, reaching Buffall, without change, Minday morning August Sird. This through service has been arranged in connection with the

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